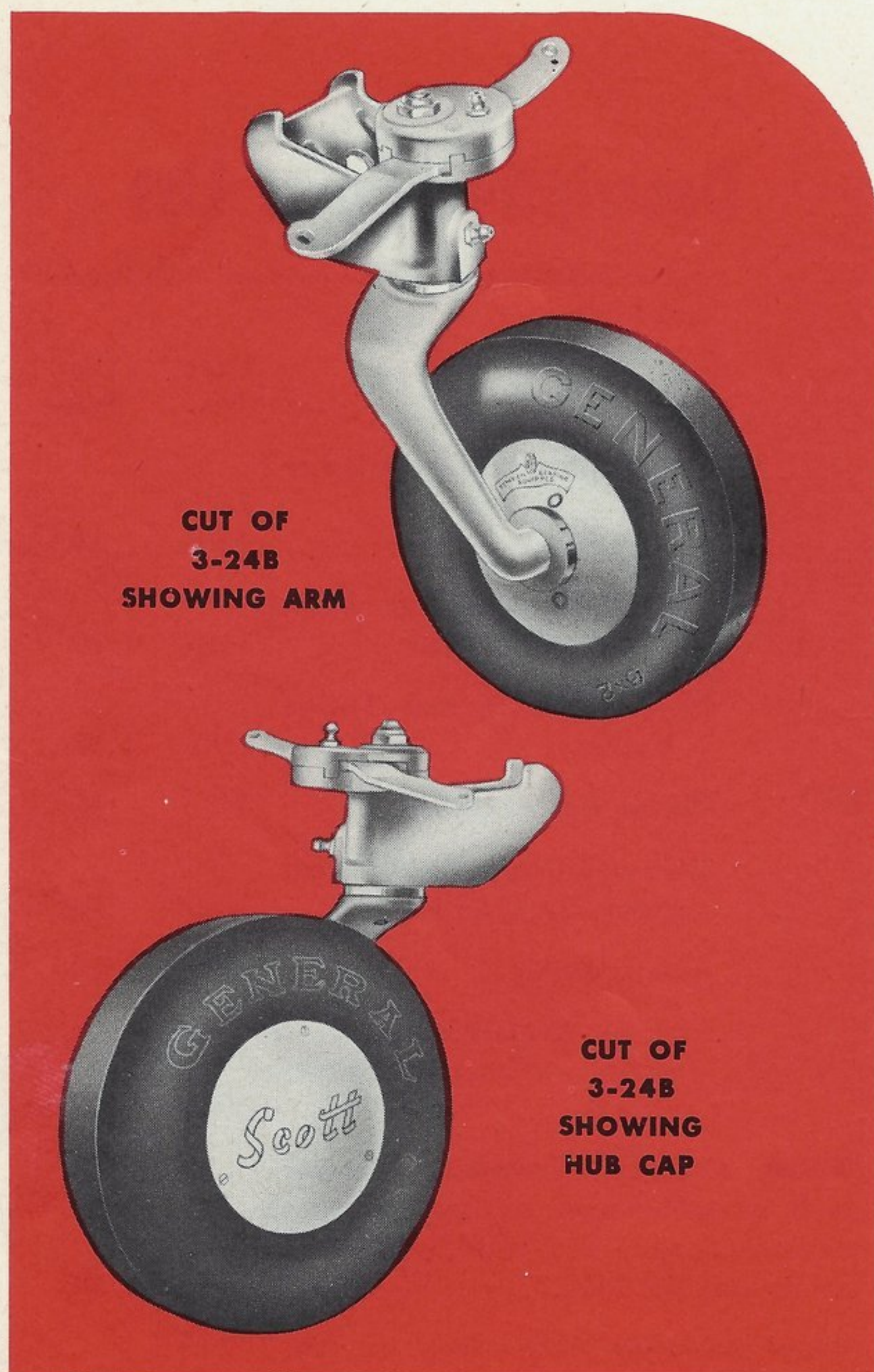




TAIL WHEEL ASSEMBLY

(Model 3-24B)

Automatic, Steerable and Full Swivel



CUT OF
3-24B
SHOWING ARM

CUT OF
3-24B
SHOWING
HUB CAP

The special design arm assembly and location of bracket stops in the Patented 3-24B make it impossible to throw this tail wheel into full swivel unintentionally regardless of cross winds or rough field conditions, yet it is easily put into full swivel with the aid of your brakes. Releases easily when the ship is pushed sideways or backwards by hand. Safe for the student pilot. As proof of its safety features, it is the **ONLY AUTOMATIC STEERABLE AND FULL SWIVEL TAIL WHEEL ASSEMBLY FOR LIGHT AIRCRAFT WITH C.A.A. APPROVAL.**

This assembly cannot lock in any position except steerable. Designed to take many times the required tail load, it fits most aircraft with $1\frac{1}{4}$ " or $1\frac{1}{2}$ " tail spring. (Spacer adapts bracket to either $1\frac{1}{4}$ " or $1\frac{1}{2}$ " spring leaf.) Automatic cam arms have large bearing surfaces for long wear. No small springs or pins to stick or jam mechanism. Single arm design gives maximum freedom from mud and ice accumulation, streamlines appearance. Felt grease seals and tight dust caps keep the grease in and the grit out. Screwed type Zerk grease fittings stay in. Supplied complete with connector springs easily adjusted for proper length and balanced tension.

★ PERTINENT DATA ★

MODEL: 3-24B P&P Spec. No. 25.

TYPE: Automatic Full Steerable and Swivel.

BEARINGS: Timken Roller Bearings in wheel, needle swivel bearings in bracket.

WHEEL: Cast aluminum alloy, locked with 3 AN bolts, felt grease seals.

FORK: Drop-forged chrome steel. High strength-weight ratio. Single arm.

BRACKET: Cast of high strength Belectromal Alloy.

Universal for $1\frac{1}{2}$ " and $1\frac{1}{4}$ " spring leaves.

TIRE: 6 x 2 solid, with stranded steel wire bead. Can't come off. Made of Buna S synthetic rubber not affected by oils or greases.

FINISH: Bright, rust proof, electro plate.

LUBRICATION: Wheel grease packed, good for 100 hours before repacking. Swivel and cam arms equipped with screwed-in Zerk Fitting.

WEIGHT: 5.4 lbs.

ONLY \$26.50 LIST Complete with adjustable connector springs and bracket spacer.

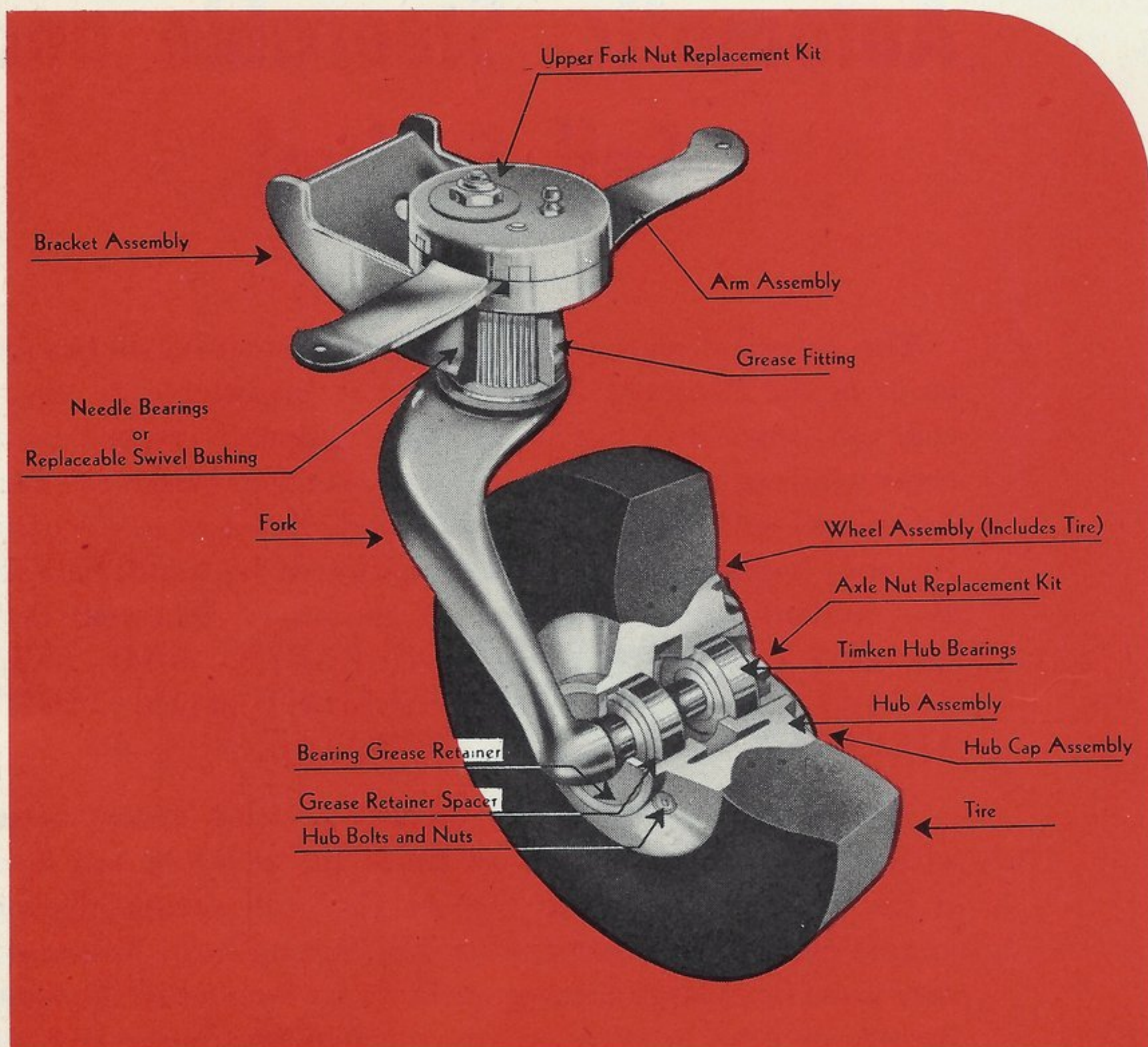


Scott Aviation Corporation, Lancaster, New York



TAIL WHEEL ASSEMBLY PARTS

for Model 3-24 and 3-24B



Descriptive Parts List

The following Parts are used on both the 3-24 and 3-24B.

Part Description	Part No.	List Price
Spacer Assembly and Adapter only	1478	
	1306	.50 set
Bushing—Replacement Swivel Bushing for bracket	1800	1.10
Needle Bearing and Thrust Washer	2281	1.45
Thrust Washer Cap	1781	.35
Grease Fitting—Replacement grease fitting for bracket	1300	.18
Arm Assembly	1736	3.25
Axle nut Replacement Kit—Includes washer, nut and cotter pin only	1884	.15 set

Parts For Model 3-24B Only

Part Description	Part No.	List Price
Arm Cam Assembly	1709	3.25
Bracket Assembly	2280	5.50
Fork	2078	6.50

Wheel Assembly—Includes complete Hub, assembled with tire, bearings, grease retainer, spacers and Hub Cap. (Does not include No. 1884.)

1840 8.50

Wheel Assembly only—Same as No. 1840, but minus tire

1856 6.00

Parts For Model 3-24 Only

Arm Cam Assembly	1736	3.25
Bracket Assembly	1866	5.50
Fork	1767	6.50
Nut Kit	1880	.15

Part Description WHEEL PARTS

Part No. List Price

Wheel Bearings only—1 complete bearing—(2 required per hub)	1883	\$1.20
Wheel Bearing Grease Retainer—1 only required per hub	1863	1.10
Wheel Bearing Grease Retainer Spacer 1 only required per hub	1862	.10
Wheel Bolts and Nuts only—3 required per Wheel	1875	.35 set
Wheel Cap Assembly—includes Cap and 3 screws	1882	.75
Tire, only (use only our No. 1879)	1879	2.50
Connectors—Long	2151	1.25 pr.

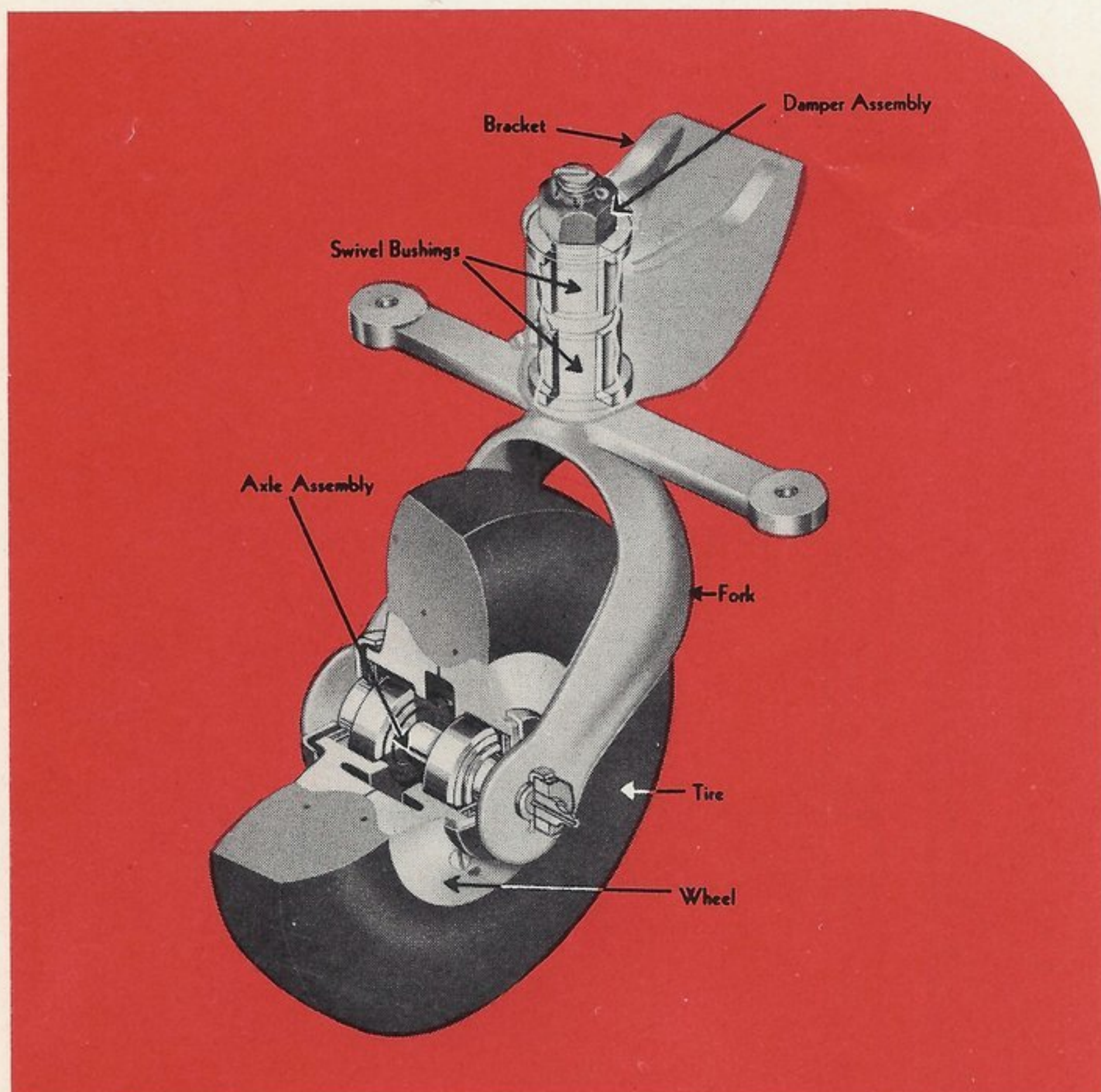




TAIL WHEEL ASSEMBLY PARTS

(for Steerable or Full Swivel Models)

Price List



Model or Part No.	For Use On	Price List
Scott Cast Wheel Assemblies with General Tire and Ball Bearings		
1871 for $\frac{1}{16}$ " Axle	All double arm models	\$5.50
1873 for $\frac{1}{2}$ " Axle	Competitive Models	5.50
Scott Cast Wheel Assemblies with General Tire and Timken Bearings		
1869 for $\frac{1}{2}$ " Axle with two grease seals	All double arm models	8.50
Axle Assemblies with nut, grease fitting, cotter, and 1 pr. Garlock grease seals	For competitive models	1.50
1381 $\frac{1}{2}$ " axle		
Axle Conversion Kits complete with metal hub caps, grease seals and Elastic Stop Nut		
1744 for $\frac{1}{16}$ " Axle	All models	2.10
Bearings		
1421 $\frac{1}{16}$ " Ball Bearings	All wheels	1.00 pr.
1806 $\frac{1}{2}$ " Ball Bearings	All wheels	1.00 pr.
1883 $\frac{1}{2}$ " Timken Roller Bearings	All Scott Cast Wheels	1.20 ea.



Model or Part No.	For Use On	Price List
Bearing Bushing—for adapting $\frac{1}{2}$ " Timken Bearings for use with $\frac{7}{16}$ " Axles		\$.40 pr.
1864		
Bolts—Three Filister Head, and Elastic Stop Nuts for Scott Cast Wheels		
1875	All Models	.35 set
Bracket Adapter for reducing $1\frac{1}{2}$ " bracket to fit $1\frac{1}{4}$ " Spring	All models with $1\frac{1}{2}$ " bracket	.50
1478		
Bracket Assembly with bearings and grease fittings		
1262	CST-12 and GC-15	4.00
1236	TA-5 and TA-8B	4.00
1074	G-5A, AST-8, AST-8M and AST-8R	4.50
1504	GLD-19, AST-4L, AST-4M and AST-8C	4.50
1508	G-6 and AST-6R	5.00
1534	ST-7	6.50
Bushings—Bronze for brackets		
1013 (1 required)	CST-12 and GC-15	1.10
1498 (2 required)	All steerable or full swivel assemblies except CST-12, GC-15 and ST-7	1.90 pr.
Fork—Steerable		
1226	CST-12	5.00
1228	All steerable assemblies except CST-12 and AST-8C	5.00
1963	AST-8C	5.00
Fork—Full Swivel		
1370	GC-15	4.00
1070	G-5A, TA-5 and G-6	4.00
1506	GLD-19	4.00
1538	ST-7	5.50
Grease Fittings (Pressed-In Type)		
1424	For all steerable or full swivel brackets except CST-12 and GC-15	.10
1425 30° Fitting	For pressed steel wheel	.16
1300	For CST-12 and GC-15 brackets and all axles	.18
Grease Retainer—Hub Bearing		
1863	All Timken Bearing wheels	1.10
Grease Retainer Spacer—Hub Bearing		
1862	All Timken Bearing wheels	.10
Grease Seals—Garlock		
1803—thin	All models except 3-24 and 3-24B	.15 pr.
Wheel Assemblies less tire		
1865 Same as 1871 less tire	All models	3.00
1872 Same as 1869 less tire		6.00
Wheels—Cast—less bearings, tire and bolts		
1968	All except 3-24 and 3-24B	1.65
Tires		
1879 General Tire with wire bead		5.50



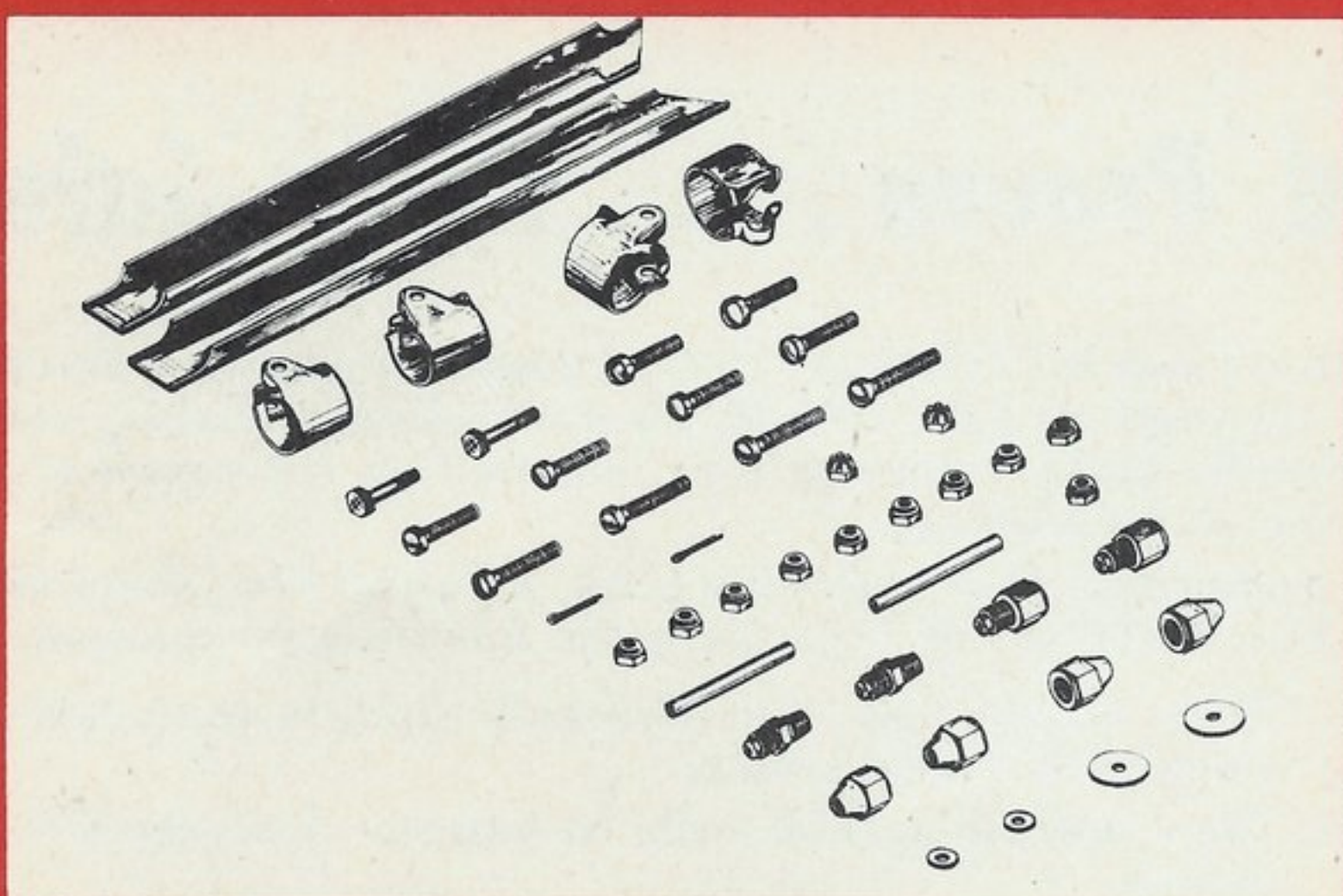
SPECIAL INSTALLATION KITS

for Brakes . . . Tail Wheel Assemblies



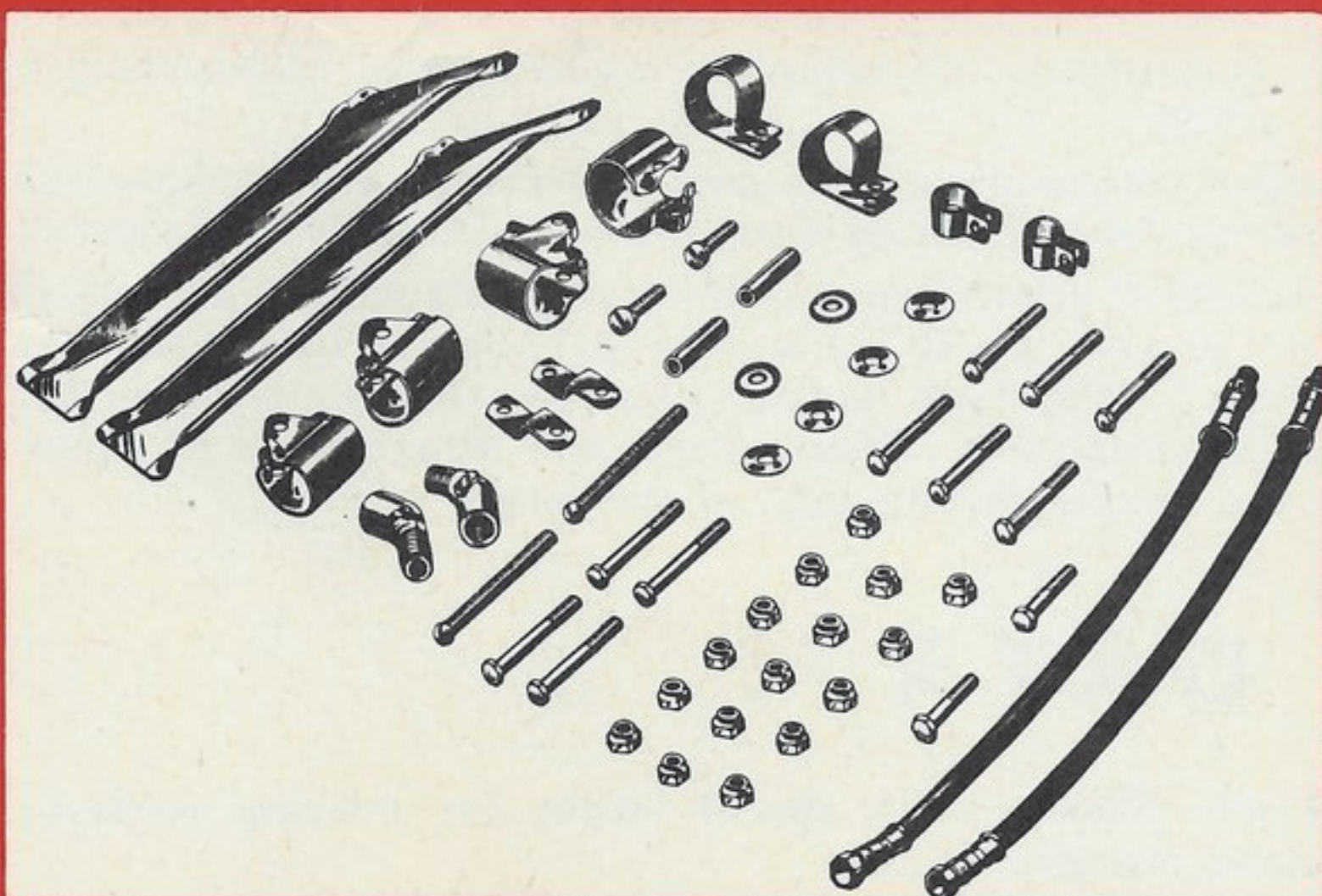
**Parts Required to Install Scott 3-24B
Tail Wheel Assemblies Listed Below:**

Parts for Installing B-711 in J-3 Cub*



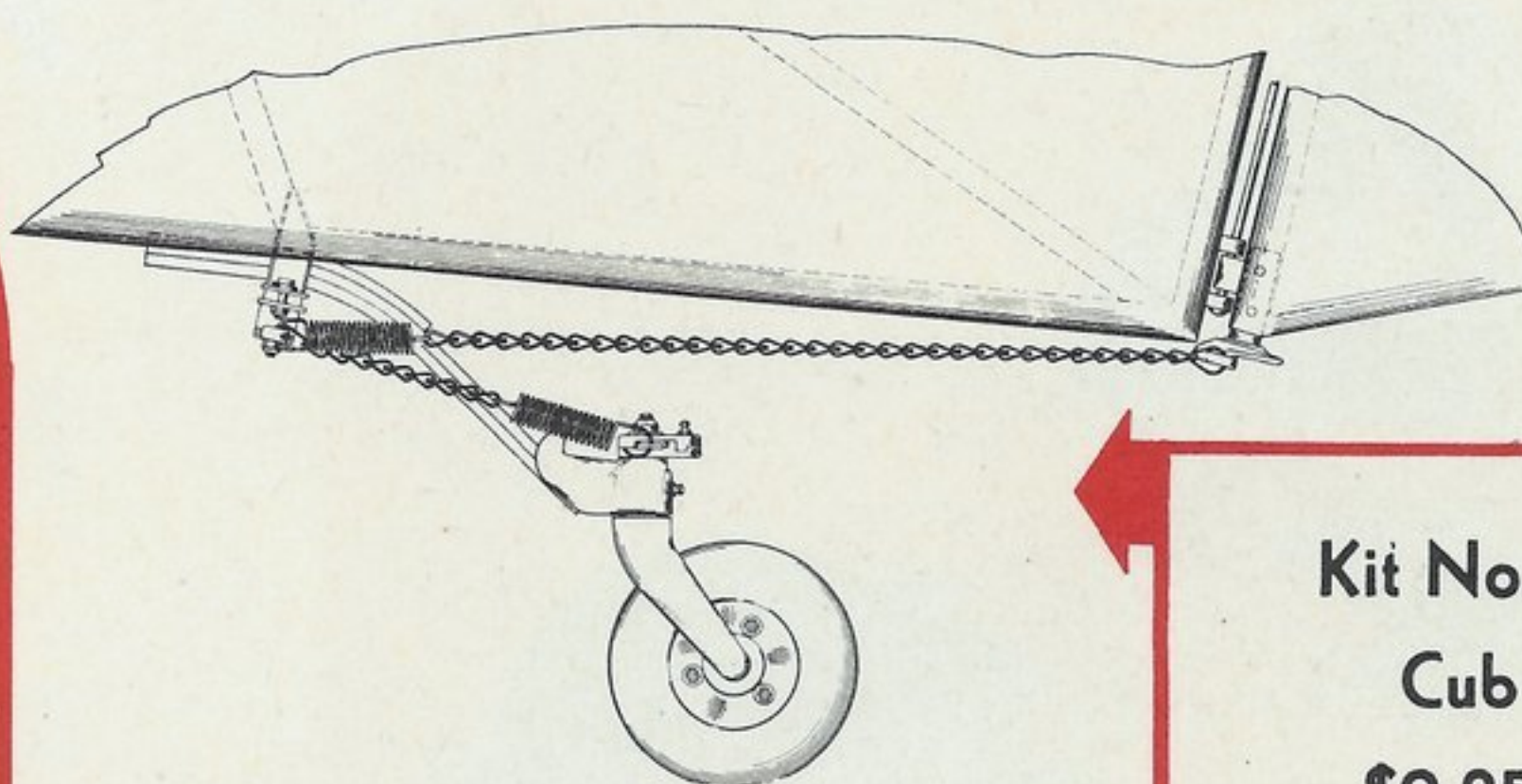
J-3 Conversion Kit \$8.50 List

Parts for Installing B-711 in J-5 Cub*

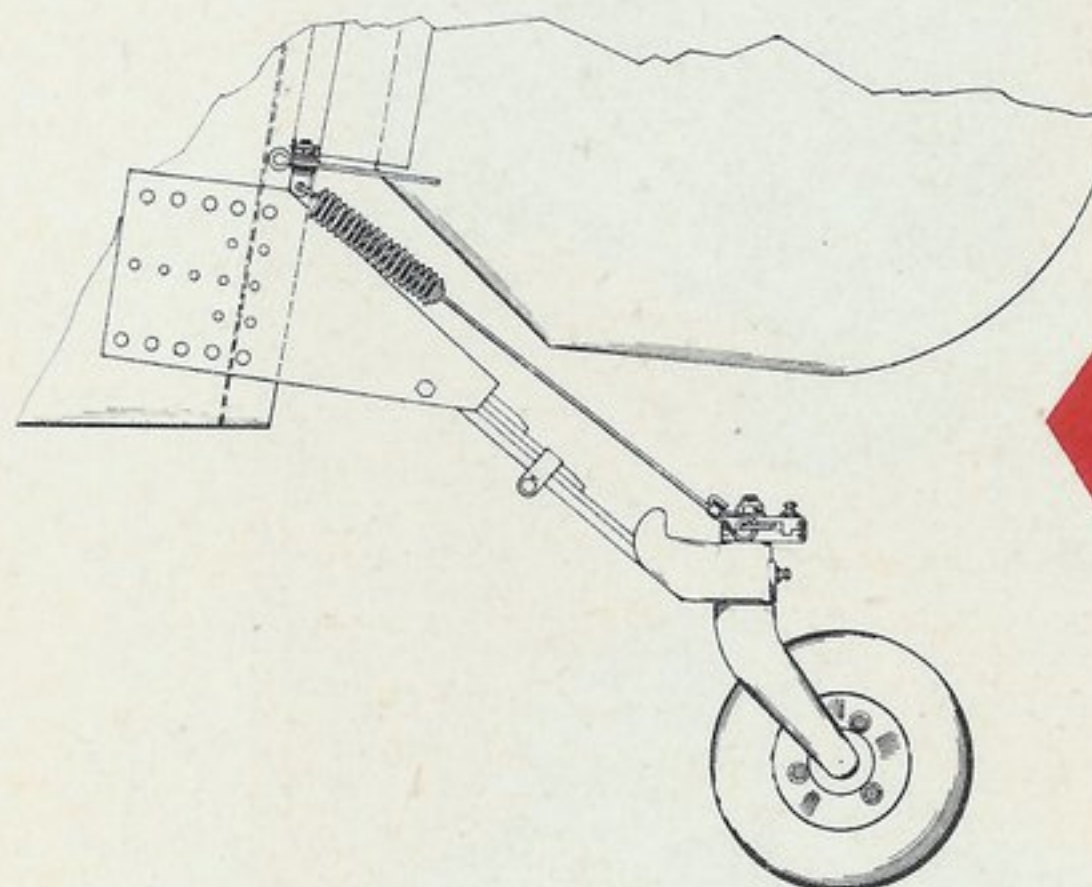


J-5 Conversion Kit \$16.50 List

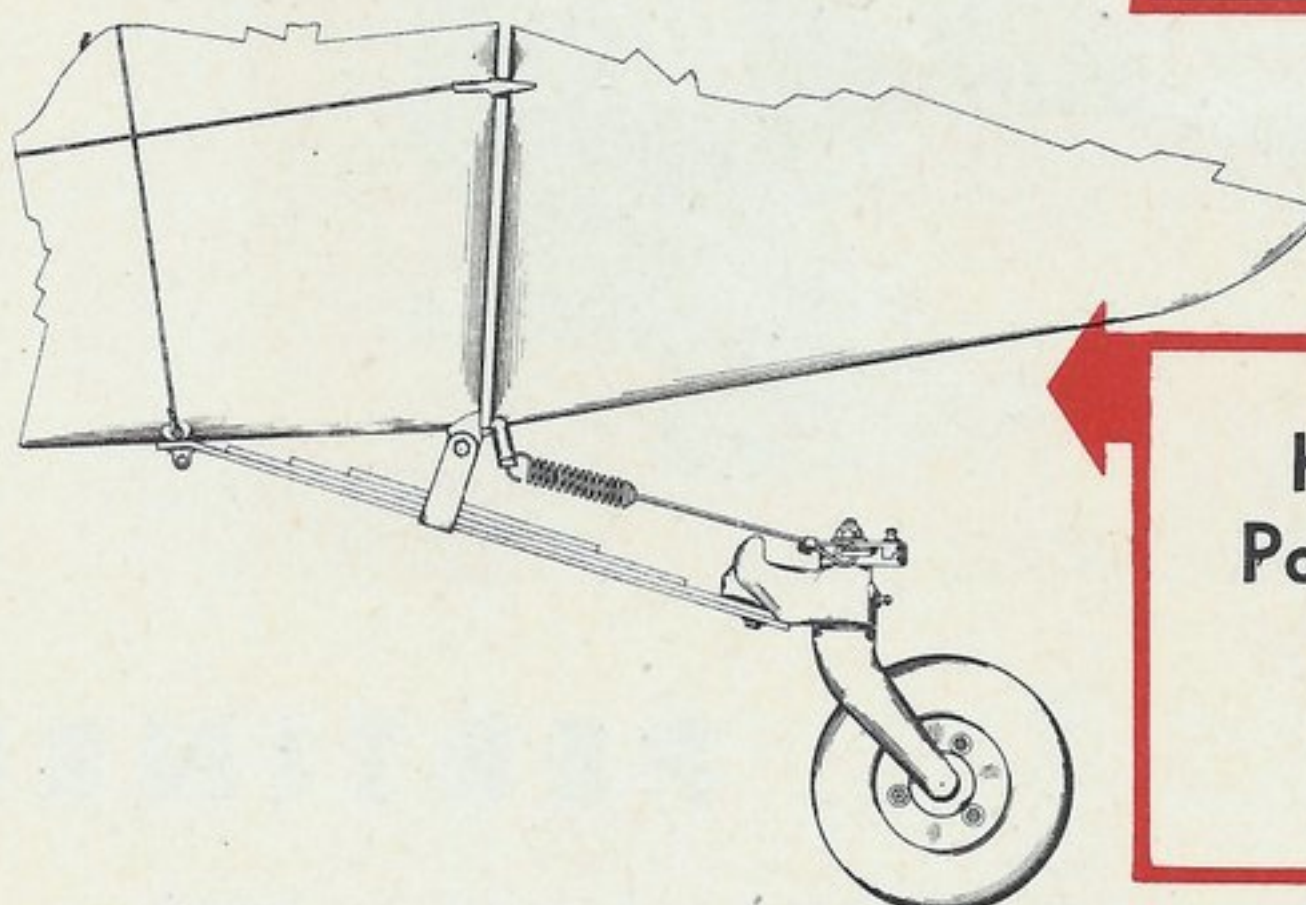
* Although Scott B-711 and B-711D may be installed on many aircraft equipped with hydraulic brakes, we only furnish instructions and installation kits for Piper aircraft.



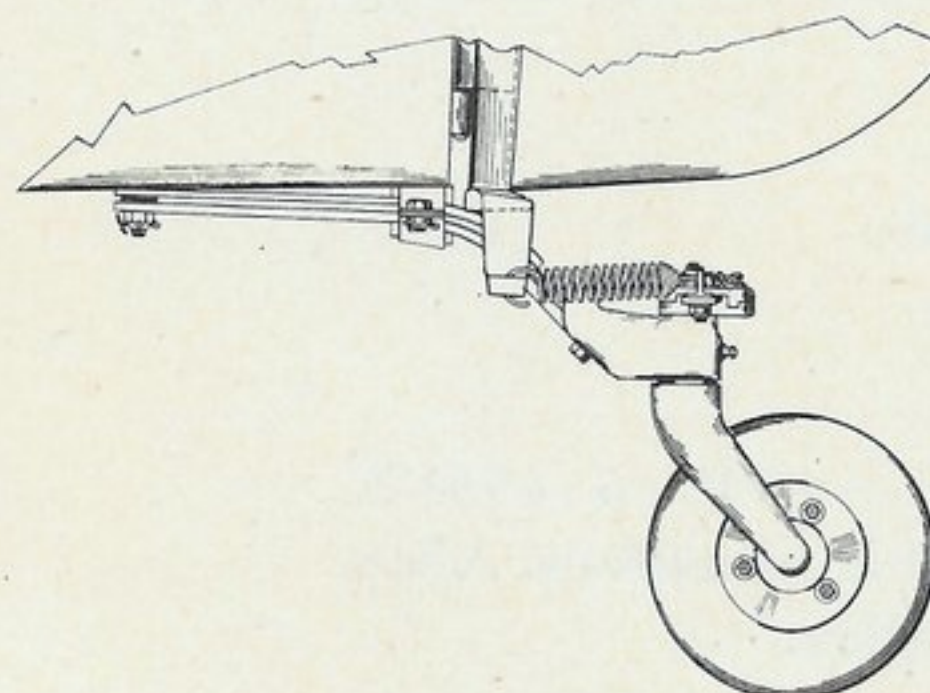
Kit No. 3075
Cub J-4
\$9.25 List



Kit No. 2084
Luscombe Series
8
\$3.00 List



Kit No. 3050
Porterfield FP 65
CP65-CP55
\$3.00 List



Kit No. 2087
All Taylorcraft
with Leaf Tail
Spring, \$2.25 List



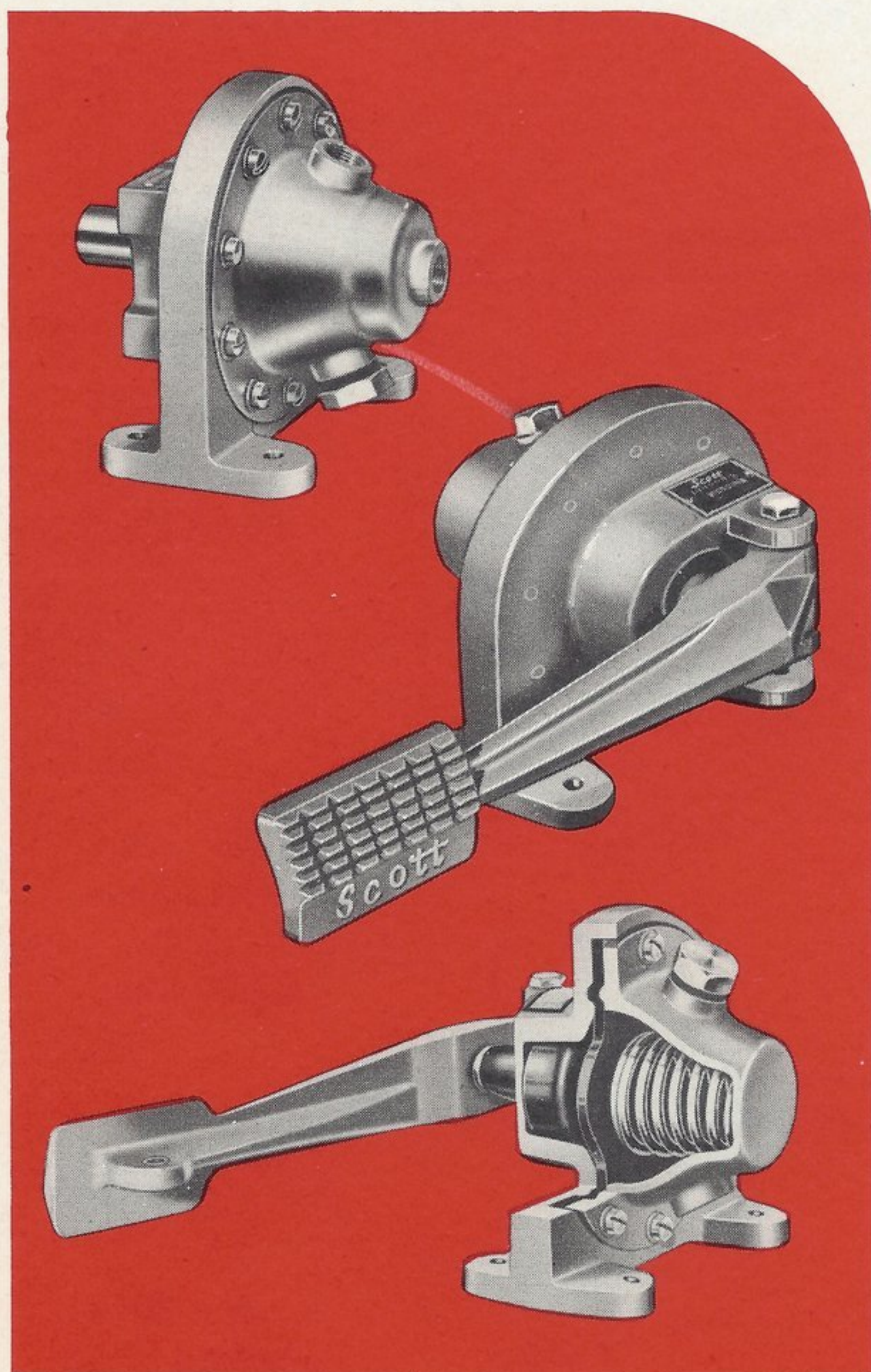
ALL KITS SOLD COMPLETE—NO SEPARATE PARTS SOLD

Scott Aviation Corporation, Lancaster, New York



BRAKE PRESSURE UNIT

(Model B-711 and B-711D)



For Actuating Aircraft Hydraulic Brakes

Field Proven Extra Safety

The B-711 and B-711D Scott Brake Pressure Units were developed to meet the need on light aircraft for a completely reliable, trouble-free hydraulic brake actuating unit, eliminating the common difficulty of brake fluid leakage.

Scott engineers, after extensive tests, adapted the "diaphragm" design. The B-711 and B-711D have the following advantages.

1. They cannot leak. The hydraulic fluid is contained in a completely sealed system.
2. They operate satisfactorily at extreme temperature conditions.
3. They are completely self-contained assemblies, mounted as units.
4. They have a great excess of power over operating requirements.
5. A simple design with a minimum of moving parts, they give a maximum of durability.
6. Smooth and positive braking action giving a maximum of safe taxiing maneuverability.
7. Immediate and complete brake release, eliminating brake drag.

The many thousands of sets now in service with no reported failures prove the soundness of design, the quality of the product.

Now standard equipment in all Piper airplanes and several military designs as well, the B-711 and B-711D can be installed to replace the obsolete piston type master cylinders originally furnished on the older Piper models. Illustrations and descriptions of these conversions are on the reverse side of this page.

PERTINENT DATA

MODELS: B-711 with pedal—B-711D for use with push rod.

DISPLACEMENT: .8 cu. in.

WEIGHT: 17 oz. B-711D.
21 oz. B-711 with pedal.

WORKING PRESSURE: 350 lbs.

TEST PRESSURE: 600 lbs.

OPERATING TEMPERATURE: -40°F. to +165°F.

BRACKET CASTINGS: Scott 40-E Aluminum Alloy.

PEDAL: Scott 40-E Aluminum Alloy.

PISTON: Plastic with metal insert for bearing surface, self aligning design.

DIAPHRAGM: Special multi-ply synthetic and natural rubber. Unaffected by all standard brake fluids. Resilient and strong under extreme temperature conditions.

COVER: Steel stamping. Two 1/8" NPT Connections for brake line. May be rotated to any position for ease of installation on special applications.

DESIGNED FOR: B-711 for Cub J-3, J-5; B-711D for Cub J-4. May be installed in many other aircraft.

We furnish installation kit and instructions for Piper Aircraft.

List Price \$24.75 per pair



Scott Aviation Corporation Lancaster, New York



FREE-AIR THERMOMETER

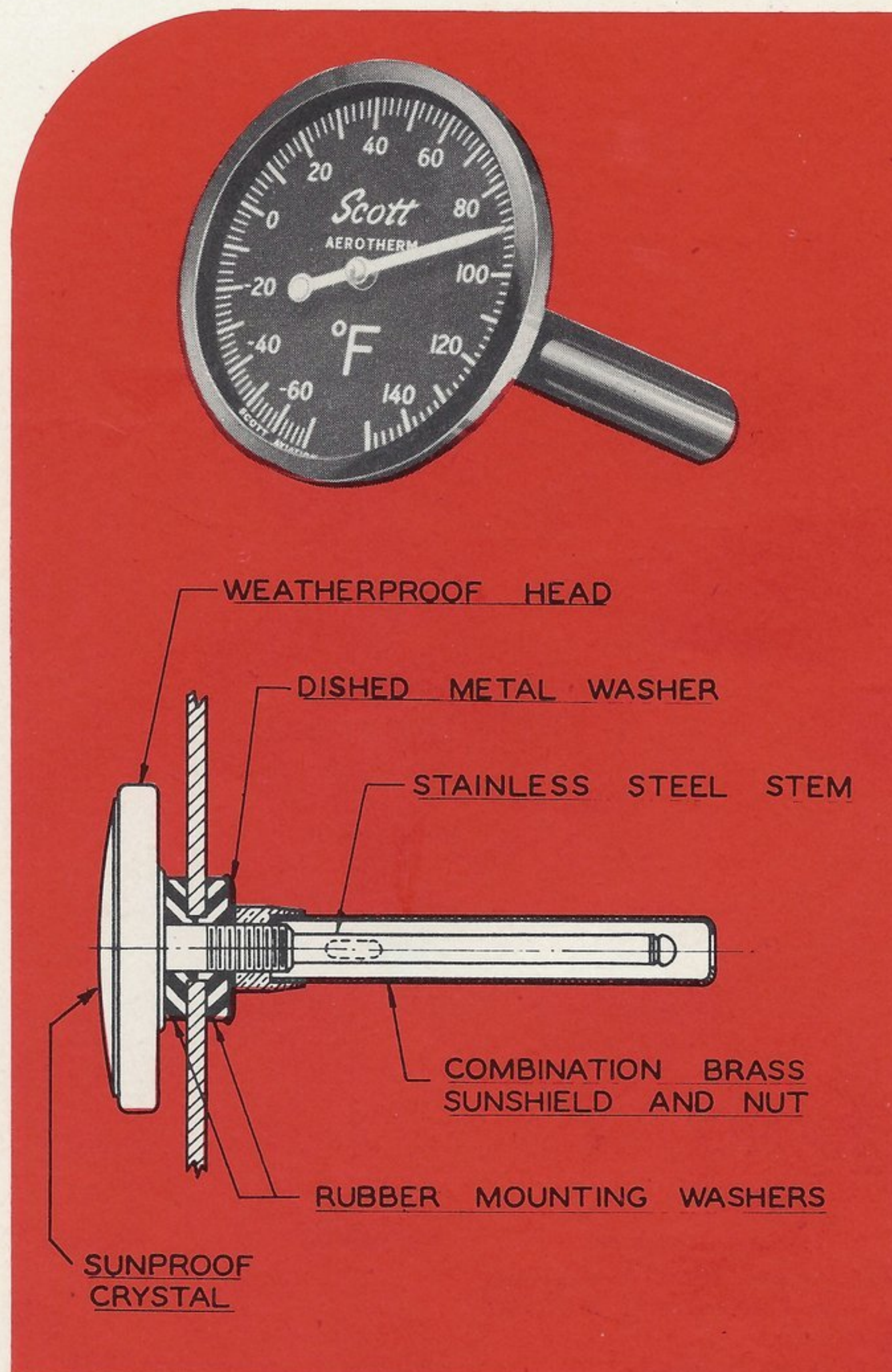
(Model A)

For Safer Year Round Flying . . . Precision Built, Economically Priced

This instrument was originally designed for and supplied to the Armed Forces in large quantities. Now, with minor changes, it is available to the Civilian Pilot. A high quality instrument at a very low price. It may be installed through a $\frac{3}{8}$ " hole in your plastic windshield or side window, or it may be mounted on the strut with the aid of a small bracket easily made up by any mechanic in a few minutes' time. Not affected by weather or sun.

Lens of non-breakable sunproof plastic. The bulb is protected from the direct rays of the sun by a sunshield which is also used as a mounting nut. Supplied with two rubber washers for use when mounting through plastic material. Vibration and jar proof. Large, black, easy-to-read dial with white numerals. Easily read when mounted on the strut.

Pilots with a Free-Air Thermometer are forewarned of icing conditions before they occur. This attractive, durable and accurate instrument is a "must" item for the careful flyer.



★ PERTINENT DATA ★

MODEL A

TYPE: FREE AIR.

RANGE: -70° to $+150^{\circ}$ Farenheit.

MOUNTING: Through windshield or side window, or on strut with the aid of small bracket easily made by any mechanic.

MATERIAL: Stainless steel and brass.

DIAL: Regular black aircraft 2" instrument dial with white easy-to-read numerals

LENS: Non-breakable sun proof plastic.

FINISH: Satin black, baked on.

QUALITY: Designed to give many years of trouble-free service. Originally designed for military service.

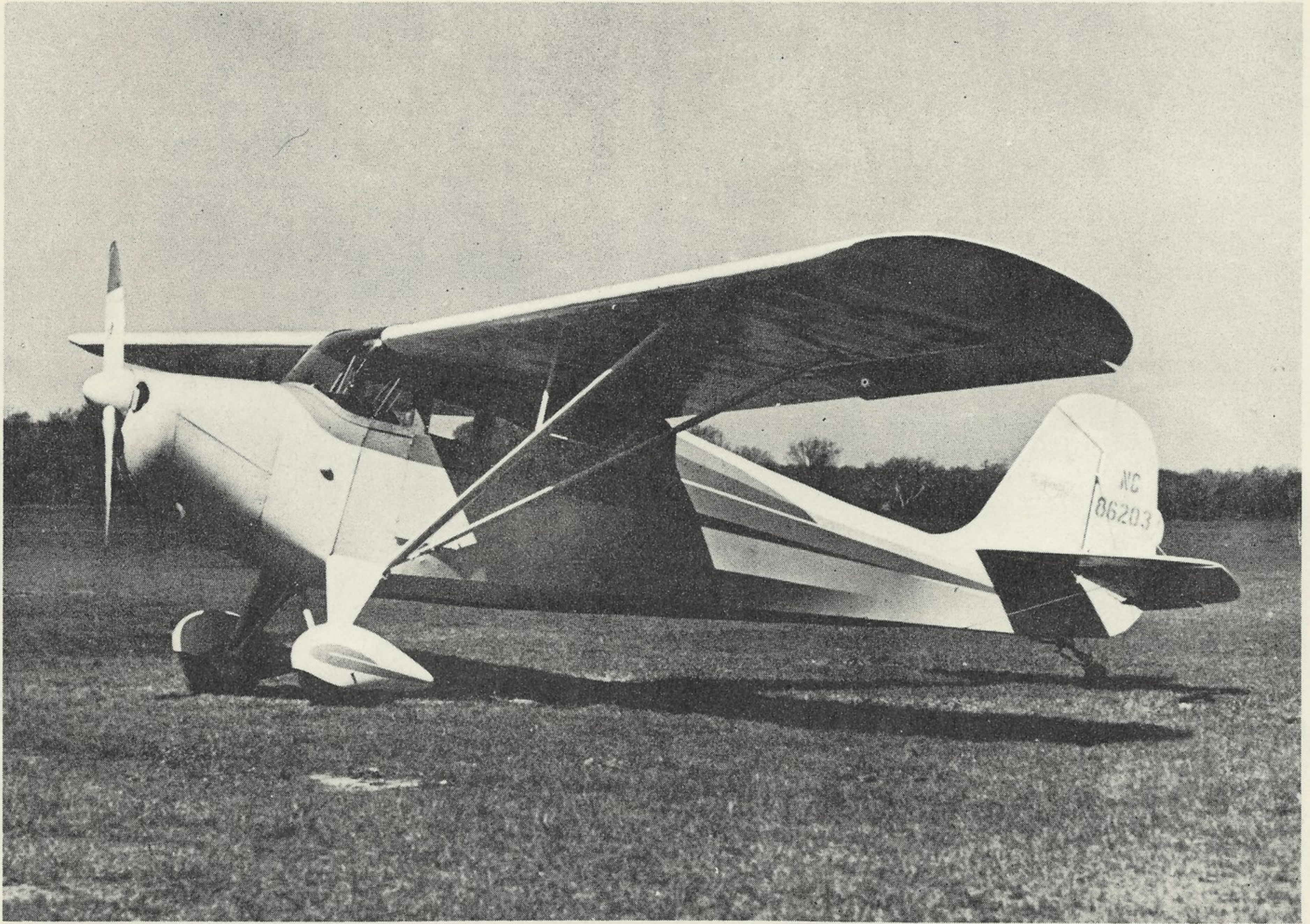
Only ^{5.90}~~\$5.40~~ List

In stock for immediate delivery by your
Scott distributor or chartered dealer.



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Scott ACCESSORIES STANDARD ON

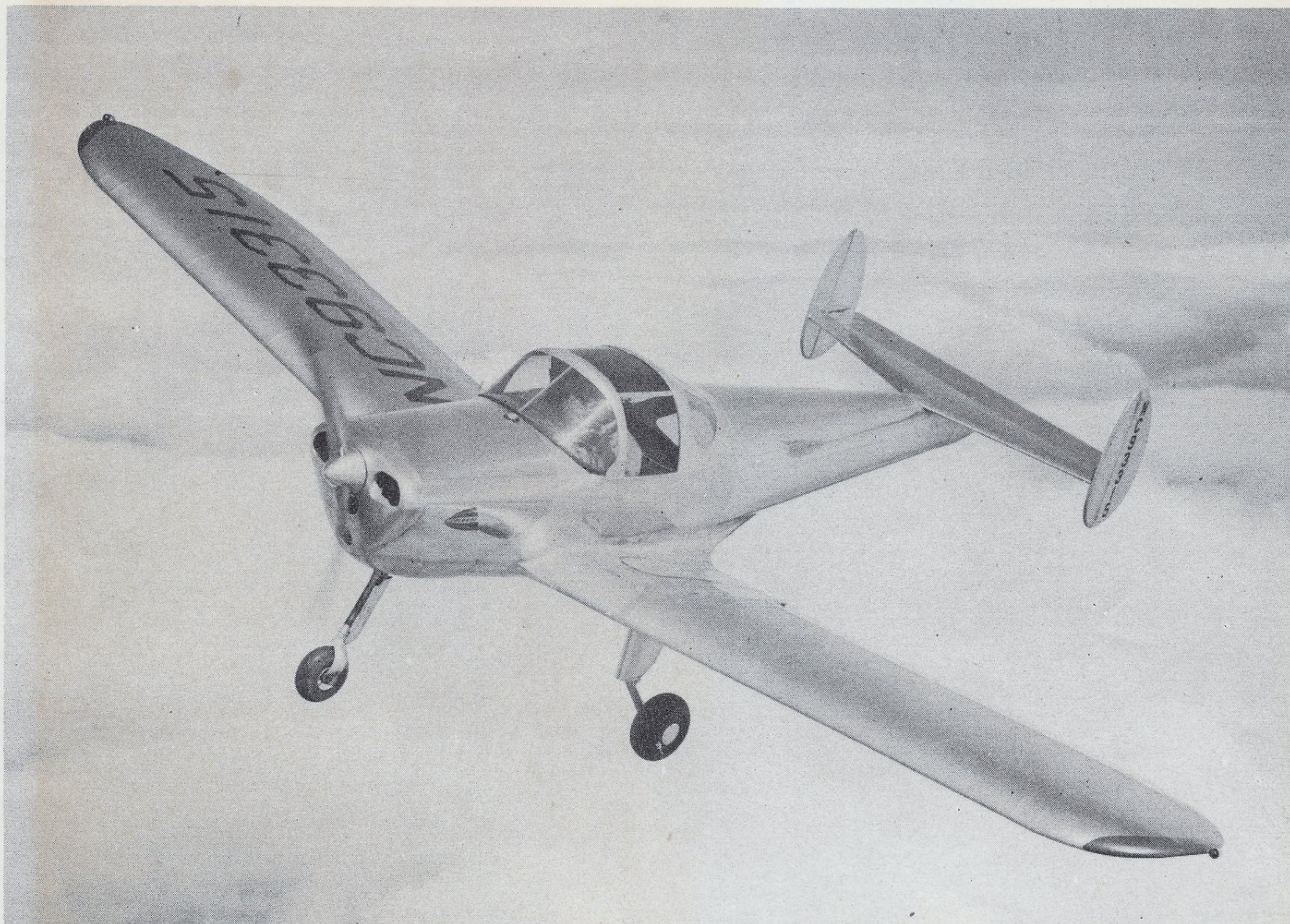


THE AERONCA CHIEF



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Posted June 2021 by Brian D. Szafranski, Elma NY USA
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